





## To-day's Advertisements.

## TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES  
MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
Messrs. TSUI MAN KOK, Hongkong.  
Messrs. MAN YU TONG, Hongkong.  
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

## Intimation.

THEATRE ROYAL,  
CITY HALL.

MR. HENRY DALLAS' SEASON.

LAST  
TWO  
NIGHTS,TO-NIGHT! TO-NIGHT!!  
"THE GEISHA."TO-MORROW!  
TO-MORROW!!  
LAST-NIGHT.  
"A RUNAWAY GIRL."

LAST NIGHT OF SEASON.

PLAN at ROBINSON PIANO CO.

Business Manager, R. HERRMANN.

Hongkong, 28th March, 1900.

THE CHINA PROVIDENT LOAN AND  
MORTGAGE COMPANY,  
LIMITED.NOTICE is hereby given that the SECOND  
INSTALLMENT of \$5 per Share has been  
called up and Holders of such Shares who have  
not already paid this installment are requested to  
PAY the Amount of such CALL to the  
Undersecretary at the OFFICE of the Company,  
No. 19, Praya Central, on or before the 30th  
April, 1900.  
Dated the 27th March, 1900.  
SHEWAN, TOMES & Co.,  
General Managers.  
407b]DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship  
"HAICHING."  
Captain Davis, will be despatched for the  
above Port, on FRIDAY, the 30th instant,  
at Daylight.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 28th March, 1900.THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"MEXMUIR."  
Captain R. W. Almond, will be despatched for  
the above Port, on SATURDAY, the 31st instant,  
at 5 P.M.The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light and is supplied with a Refrigerating  
Chamber.A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 28th March, 1900.CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Company's Steamship  
"SHANGHAI."  
Captain Carnahan, will be despatched as above  
on MONDAY, the 2nd April.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 28th March, 1900.

## Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Port, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Em-  
broidered, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
how are taught by the Sisters.  
Hongkong, 22nd April, 1899.

## NOTICE.

THE OFFICES of the "HONGKONG  
TELEGRAPH" have this Day been  
removed to No. 50, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.ETH. F. SKERTCHLY,  
Manager.  
Hongkong, 1st May, 1899.A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## P O R T S .

(For Invalids and General Use.)

B.—VINTAGE, superior quality,  
Red Capsule.....\$14.40C.—FINE OLD VINTAGE, su-  
perior quality, Black  
Seal Capsule..... 16.20D.—VERY FINE OLD VINTAGE  
extra superior, Violet  
Capsule (Old Bottled) 20.40Port after removal should be rested  
for a month before use. Wine re-  
quired for drinking at once should be  
ordered to be decanted at the Dis-  
pensary before being sent out.  
These Wines are too favourably  
known to need comment.Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 28, 1900.

## NOTES AND COMMENTS.

CHINA AND THE POWERS.

The Reuter's telegram which we publish  
to-day, announcing that the Powers have  
decided upon concerted action with regard  
to China, should come as a surprise to no-  
body, for the events of the last few months  
have steadily led up to a point at which  
action of some sort must be taken but  
what that action will be is a question which  
we do not care to attempt to answer.  
Reuter's news explains the hurried departure  
of the *Beise* and *Hermann* from Shanghai  
for Taku and the equally hurried manner in  
which the *Undaunted* was sent from here to  
Shanghai the other day. The Americans  
are also sending ships north and doubtless  
the other Powers are following suit, although  
we cannot as yet say what ships have been  
despatched. It is the Boxers who are at  
the bottom of it all, for it will be  
remembered that our Tientsin Correspondent  
has given us a long list of their doings  
in the neighbourhood of Tientsin  
during the last few months and it is to  
settle them once and for all, we presume,  
that the European orchestra has consented  
to perform. But will the Boxers be settled  
by the strains of the concert of Europe?  
We rather doubt it. Some of the instruments  
may happen to play out of tune, as we have  
seen them do before, and discords will not  
tend to soothe the Boxers to sleep, but will  
rather stimulate them to carry on their  
machinations.It must not be forgotten, either, that in  
all probability the Secret Society in question  
has the approval of the viceroy Empress  
Dowager. Indeed her Edicts pointing out  
to the Authorities in the various districts  
that they must learn to discriminate between  
good and bad societies cannot but be looked  
upon as a sly pat on the back for the Boxers,  
who are, above all things, rapidly conservative  
and anti-foreign and so endear themselves  
to the heart of the bloody-minded old  
lady who holds the reins at Peking.And how will the Powers act? Is it to be  
simply a display of force, or will they step in  
and take matters in hand themselves? A  
display of force will do no good at all, for  
the simple reason that the Chinese do not  
understand it. They are all well aware that the  
force is there when they see a large foreign  
squadron, but unless the squadron proceeds  
to blow up a town or sink a few ships or in  
some other manner show what it is really  
capable of they will simply look upon its  
inaction as an admission of fear. "Yes,"  
the squadron came, but it feared us and went  
away again," say they, and so all thebenefit of the display is lost and is made to  
redound to the honour and glory of Chinese  
prestige. In fact it has just the opposite  
effect to that intended.We shall anxiously await news of develop-  
ments, though we fear that the Chinese will  
not allow much to leak out, for we have no-  
ticed that whenever there happens to be trou-  
ble up north the telegrams from our Tientsin  
Correspondent are unaccountably delayed  
and have sometimes arrived in such a muni-  
lated condition as to be practically un-  
intelligible. In the present instance it is only  
to be expected that the Empress Dowager  
will sit tight on the end of the wire and do  
all in her power to exercise a strict censor-  
ship on all northern news, so all we can do  
is to wait patiently. We advised our Tientsin  
Correspondent to be on the alert three days  
ago, but, so far, nothing has come of it, which  
is doubtless to be attributed to a strict  
censorship.

## REUTER'S TELEGRAMS.

## THE WAR.

RESUMED BOER ACTIVITY  
AT MAFEKING.GRAVE FEARS ENTERTAINED.  
LONDON, MARCH 26th.The checks which have been met  
with by both relieving forces is caus-  
ing much anxiety as to the fate of  
Mafeking. The latest news from  
the besieged town, dated 14th instant,  
stated that the Boers had resumed  
their activity after a week of com-  
parative quiet.THE FREE STATE.  
LADYBRAND THREATENED.

## OLIVIER MOVING NORTH.

The *Times* correspondent at Roux-  
ville says that Commandant Olivier  
with a strong force and 15 guns is  
moving northward on Ladybrand.

## BOER MARAUDERS.

## FARMS RAIDED.

The *Chronicle's* correspondent at  
Bloemfontein says that marauding  
bands of the enemy are raiding the  
farms of the disarmed burghers to  
the northward.ARRIVAL OF THE  
CROWN PRINCE OF  
JAPAN IN EUROPE.The Crown Prince of Japan landed  
at Marseilles on Saturday.

## OBITUARY.

## DEATH OF SIR D. STEWART.

The death is announced of Sir  
Donald Stewart.LATER.  
COLONIAL COMMIS-  
SIONS IN THE  
BRITISH ARMY.Mr. Wyndham (Under Sec. for  
War) states that 276 commissions  
will be given to the Colonies and  
fifty placed at the disposal of Lord  
Roberts.CHINA AND THE  
POWERS.

## CONCERTED ACTION PROBABLE.

It is stated that the Powers are  
arranging for concerted action in  
China in consequence of the disturbed  
state of the country round Tientsin.

## WEATHER REPORT.

The Observatory report says:—  
On the 28th at 11.55 a.m. the barometer has  
fallen on the China coast, risen in Japan. Pro-  
bably a depression is advancing Eastwards in  
N. China. Gradients—slight, with decreasing  
monsoon in S. China and the N. part of the  
China Sea. FORECAST:—E. to N. winds, moder-  
ate or light; showery.

## LOCAL AND GENERAL.

Up to noon of the 27th inst. there have been  
eighteen cases of Plague and seventeen deaths  
from this cause in the Colony since the 1st  
January. One case and one death occurred  
between noon of the 26th and noon of the 27th  
inst.MESSRS. SHEWAN, TOMES & CO., Agents for the  
Yangtze Insurance Association, Limited, in-  
form us that they have received information that  
the Directors will recommend at the General  
Meeting of Shareholders the payment of a  
further dividend at the rate of 20 per cent  
previous years and that Tls. 34,000. be carried  
forward to the reserve fund.A MEETING of the Sanitary Board will be held  
to-morrow, at 4.15 p.m.

## ORDERS OF THE DAY.

1. A reply to the appointment of the President  
and Vice-President.  
2. Adjourned consideration of the Report of  
the Colonial Veterinary Surgeon.  
3. The President, pursuant to notice, will  
move.  
That the Sanitary Board hereby depu-  
tise, in accordance with sections 2 and 3 of OrdinanceNo. 6 of 1900, Inspector Lancelot Ernest Brett,  
Inspector John James McNeill, and Inspector  
Charles Walter Brett to institute summary  
proceedings before a Magistrate against any  
person contravening any of the provisions of  
the Public Health Ordinance, No. 21 of 1887,  
or of any bye-law duly made under section 13  
of such Ordinance, when so directed by the  
Medical Officer of Health.4. The Medical Officer of Health, pursuant  
to notice, will move—  
That advertisements be inserted in the En-  
glish and Chinese newspapers calling the  
attention of owners of house-property in the  
Colony to the requirements of section 7 of  
Ordinance 31 of 1899 with regard to the pro-  
vision of backyards for all existing domestic  
buildings and to the fact that these backyards  
must be provided before the first day of June,  
1900.

## AGENDA.

1. A reply to appointment of an Assistant  
Medical Officer of Health.  
2. Papers on Plague and Overcrowding.  
3. Adjourned discussion of the Buildings on  
Marine Lot 104, Praya Reclamation—laying  
out yards and lane at back.  
4. Two cases of Plague on ships at Rangoon.  
5. Telegram from H.B.M.'s Consul at New-  
chwang relative to the Plague at the place.  
6. An application for exemption from lime-  
washing.  
7. Mortality Statistics for this Colony for the  
weeks ended 10th and 17th March, 1900.  
8. Mortality Returns from Macao for the  
week ended 4th and 11th March, 1900.  
9. Letter from Messrs. Leigh & Orange on  
the application of section 7(A) of Ordinance 34  
of 1899.  
10. Six applications to keep swine, and two  
to keep cattle.

## THE SIGN OF THE CROSS.

AT THE THEATRE ROYAL.

Last night the play of the age, "The Sign of  
the Cross," by Wilson Barrett, was produced  
by Mr. Henry Dallas. As the piece was acted  
by the company several times last year in  
Hongkong, the synopsis of the plot, is well  
known to almost every one. The house  
was well filled, frequent and loud applause,  
and the audience were enjoying it.The part of Mercia, the Christian maiden,  
was taken by Miss Madge Grey, and might  
have been written for her alone, so well  
suited was she for it. Her announcement was  
perfect, every word she uttered could be heard  
all through the house. At the conclusion of  
the 3rd act numerous trophies of flowers were  
handed to her from over the foot-lights.Mr. Henry Dallas as Marcus Superbus, Pref-  
ect of Rome, was admirable in every way, but  
Mr. Dallas shines in whatever part he takes,  
whether grave or gay, so that it is impossible to  
say in which he distinguishes himself. His plead-  
ing with Nero, Mr. J. B. Ferrell, for the life of the  
maiden, although she is a Christian, and he a Pagan, is a fine piece of acting and  
was loudly applauded. It made one wish that  
Nero would relent and grant him his request.Miss Muriel Alleyne, who took the part of  
the boy Stephanus, and suffered the tortures  
of the rack rather than tell the name of his  
Christian friends, was splendid in every way.  
In the final scene, where, in the dungeon of the  
Amphitheatre he is afraid to face the death  
before him, is very realistic indeed.Miss Rosie Blair as Berenice was good, her  
jealousy of the Christian maiden who has won  
the love of Marcus which she herself craves for  
is well acted.  
Miss Ethel Hardacre in the part of Poppaea  
(Empress of Rome) did not have much to do,  
but what she did, was done well. We like her  
better in the part of Miss Ethel Carlton, in His  
Excellency the Governor, as that style of acting  
suits her better.Miss Hettie Peel as Cyrene was very good,  
and her visit to Bernice, Miss Rosie Blair, to  
tell her of Marcus' infatuation for the Christian  
maiden was a well released effect.Mr. J. B. Ferrell as Nero, the tyrant of olden  
times, was in capital form, his fear of being  
poisoned by those around him, shown by his  
staring one of his attendants drink some of the  
wine before he touched it was admirably played.  
The other parts were all in able hands, and the  
scenery was in every respect a credit to the  
artist, Mr. W. H. Palford, who also executed  
for "His Excellency the Governor." Below  
is the cast of characters:—

## DRAMATIS PERSONAE.

MARCUS SUPERBUS (Prefect of Rome)..... Mr. Henry Dallas.  
NERO (Emperor of Rome)..... Mr. J. B. Ferrell.  
TITUS (Emperor of Rome)..... Mr. J. B. Ferrell.  
JULIUS (Emperor of Rome)..... Mr. J. B. Ferrell.  
PHILIP (Emperor of Rome)..... Mr. J. B. Ferrell.  
SERVILIUS (Emperor of Rome)..... Mr. J. B. Ferrell.  
STEFANUS (Emperor of Rome)..... Mr. J. B. Ferrell.  
VICTOR (Emperor of Rome)..... Mr. J. B. Ferrell.  
DARDANUS (Emperor of Rome)..... Mr. J. B. Ferrell.  
ROMA (Emperor of Rome)..... Mr. J. B. Ferrell.  
BERENICE (Emperor of Rome)..... Miss Rosie Blair.  
MURIEL ALLEYNE (Emperor of Rome)..... Miss Muriel Alleyne.  
ETHEL CARLTON (Emperor of Rome)..... Miss Ethel Carlton.  
HETTIE PEEL (Emperor of Rome)..... Miss Hettie Peel.  
CYRENE (Emperor of Rome)..... Miss Cyrene.  
STEPHANUS (Emperor of Rome)..... Mr. Stephanus.  
MADGE GREY (Emperor of Rome)..... Miss Madge Grey.Full Chorus of Male and Female Voices.  
Place Rome—Period 65 A.D.Act 1.—Street in Rome.  
Act 2.—Scene 1.—Pavilion House. Scene 2.—Prison. Scene  
3.—Grotto by the Coast Bridge.  
Act 3.—Scene 1.—House of Bernice. Scene 2.—Atrium of  
Nero. Scene 3.—Scene 4.—Nero's Palace. Scene 5.—A  
Street. Scene 6.—Dungeon of the Amphitheatre.

## HONGKONG POLICE FORCE.

INSPECTED BY H.E. THE GOVERNOR.

Yesterday afternoon, at 3.30 o'clock, the  
members of the Hongkong Police Force were  
inspected by His Excellency the Governor.  
By the time appointed for the inspection, the  
men were formed up in the compound at the  
Central Police Station and a very smart, useful  
body of men they looked. The European  
portion took ground on the right, and the  
Chinese on the left, with the Sikhs  
in the centre. The Chinese, while standing  
to attention, held their drawn swords at the  
"carry," the remainder having theirs fixed on  
the carbine. Each unit was under the command  
of a European Inspector. In the rear of the  
line were formed up forty recruits to the police,  
who arrived yesterday from England on the  
*Glengary*. We say recruits in the police, be-  
cause these men are marines who have  
volunteered for police duty in Hongkong,  
the terms of their agreement being for a term  
of five years at a remuneration of \$7 a month,  
at the expiration of this time they return to  
England. Their principal duties will lie in  
the New Territory.Acting Captain Superintendent Badley was  
in command and met His Excellency, who  
was accompanied by Viscount Suddale and  
the Hon. F. H. May, C.M.G., Acting Colonial  
Secretary. After H.E. had been accorded a  
"general salute" he inspected the men and  
seemed extremely pleased with their general  
cleanliness and deportment. The Chinese  
portion were then withdrawn and the "Manual  
Exercise" was gone through. Mr. Bradley then  
put the remaining recruits through a few simple mili-  
tary movements in column front and rear,  
concluding with the order "Info. line—Left  
from." These movements, though perhaps notexecuted with true military exactness, were very  
creditably performed. The men were then put  
through the "Firing Exercise." This had to be  
done the second time, after which His Ex-  
cellency called the inspectors to him and told  
them he was very well pleased with the men,  
but impressed upon them that the men could  
not be expected to move smartly unless they  
received a good word of command. In this  
respect the inspectors were deficient and he  
recommended them to drill more often to  
enable them to be more proficient.  
His Excellency and staff then left and the  
men were dismissed.

## WATER-TUBE BOILERS.

(Continued from yesterday.)

Sketch No. 6 shows us the "Babcock and  
Wilcox" boiler which was one of the first water-  
tube boilers, and has proved very successful;  
it has great advantage in not having so many  
fittings. The tubes are straight and simply  
expanded into wrought steel headers, in the  
Marine Type, the lower row is of 4" diameter  
tubes and the tubes above about 2" externally.  
The top of each front header is connected by  
a pipe to the steam collector which is placed  
immediately on the back headers and to which  
it is also connected by pipes. The circulation of  
the water is obvious and of such a nature that  
this boiler may be classed as a priming one.  
On each side of the boiler there is a water  
wall of small horizontal tubes connected to  
vertical headers of square section similar to  
those in the main body of the boiler.An economiser or feed heater is placed in the  
up take as shown in sketch 6. I will not con-  
fine myself to any particular class of boiler, as  
the following remarks apply generally. No  
priming occurs that would cause water to be  
carried into the steam pipe, at any density, so long  
as air pressure does not exceed 3" which is  
equivalent to under 1-50th of a lb. per square  
inch; when air pressure reaches 3 inches and  
burning about 70 lbs. of coal per square foot  
of fire grate per hour, the boilers are easily upset  
and priming starts at densities that could not  
be detected with the ordinary salinometer, this  
disturbance varies according to the type of  
boiler, but generally reaches a maximum at 2  
ozs. of salt to the gallon.In the Belleville boiler very little priming  
occurs at any density, and these boilers will  
work well at 4/33, provided the amount of sea  
water feed does not exceed that required for  
ordinary make up purposes and the sludge  
boxes are attended to, i.e., blown out say once  
an hour or often if required.In some of the small tube boilers consider-  
able priming has occurred up to 2 1/2 of 1/33rd  
and gradually subsided as the density increased  
and worked calmly at 3/33rd, but it is most  
inadvisable to use sea water in any type of  
water tube boiler as the tubes are very liable  
to suffer from corrosion action, and inattention  
in sludging or cleaning the boilers leads to  
chocking the mouths of the tubes and the con-  
sequent heating and burning of them.The Belleville boiler is not forced under  
pressure, but fans are fitted to assist natural  
circulation, and air pumps to blow jets over the  
fires. The accuracy of the air supply is there-  
fore of great importance, as the space between  
the fire and tubes is not great, and if proper  
combustion does not take place prior to the  
entry of the gases among the tubes a loss takes  
place, as much of the heating surface will be  
ineffective and the waste of heat up the funnel  
will be increased; and for this reason air  
pumps are supplied which inject air by jets  
over the fire at a pressure of about 1 lb. per  
square inch, and their effect is to thoroughly  
mix up the gases and air and cause more com-  
plete combustion prior to the gases entering the  
tube spaces than would otherwise be the case.And now we will select a few types of small  
tube boilers, and I think the Thornycroft water-  
tube boiler is the best illustration. Sketch No.  
7 shows us one of the "Speedy Class," and  
consists of a centre, upper separator or drum  
and two smaller lower ones; these latter being  
fitted about the level of the fire bars, series of  
steam generating tubes of small diameter are  
fitted between the upper drum and each of the  
lower water drums. These tubes form practically  
the whole of the heating surface of the boiler  
as the only other surface that could be exposed  
to flame is the steam collector which is pro-  
tected at the lower part by a sheet iron casing  
in addition to the two inner rows of tubes  
being joggled at the top and bottom ends to  
form a wall through which the gases cannot  
pass except through passages left for this pur-  
pose at the lower part of the tubes. Similarly  
the outer boundaries of the boiler are formed  
by joggling the top and bottom ends of the two  
outer rows of tubes on either side in such a  
manner that the gases can only pass to the  
funnel through passages left at the upper parts,  
this ensures the gases travelling the whole of  
the tubes' surface, as they must enter at the  
bottom and issue at the top. This boiler is  
essentially a priming boiler, not that the water  
leaves the boiler and passes to the engine; but,  
you will notice that the upper ends of all the  
tubes are above the water level and therefore  
owing to the good circulation the whole of the  
mixed water and steam from the generating  
tubes issues into the steam collector, similarly  
to the "Belleville," above the water, and this  
constitutes it a priming boiler, another feature  
is that no water can be returned to the lower  
barrels by means of the generating tubes so  
that special return tubes are fitted, exterior to  
casings in order to ensure circulation, these  
tubes range from 5" to 7" in diameter and con-  
nect the steam collector to each of the lower  
water-barrels or drums.The flame and gases, traversing the tubes  
and emerging at the top on their way to the  
funnel cause a rapid circulation of water up-  
wards through the generating tubes; some  
portion of which must be converted into steam.  
The steam and water mixture on entering  
the steam collector impinges on separate  
plates which are solid at the lower part and  
formed like a jalousie or venetian at the lower  
part, the steam being separated out and the  
water discharged to the bottom of the collec-  
tor; the separating plates also prevent in the  
Thornycroft type, spray from entering the  
internal steam pipe; a light steel casing en-  
closes the whole fabric, fitting closely to the  
at the sides and protected on the inside by  
asbestos millboard. At the base of the funnel  
the casing is similarly protected, having an  
additional covering of sheet iron which is  
exposed to whatever flame passes to the funnel  
and, as in cases where bad smoking has occur-  
red, flame has been as much as ten feet above  
the funnel. You may think this iron would  
soon burn away; experience has shown that  
this is not the case. The thickness of the  
tubes in this class of boiler is 1.28 inch for 12"  
tubes external, and 1.04 inch for 14" external  
diameter, and are generally electro-galvanised  
on the outside, which shows up any defects  
the tubes may have. The writer saw this pro-  
cess in operation at the works of Messrs.  
Palmer, at Jarow-on-Tyne, where a similar  
plant to that of the Kowloon Docks had  
recently been installed. In this class of boiler  
with such small tubes, particular attention  
must be paid to seeing that the condensers are  
quite tight and that 90 sea water be used as  
feed, no swimming will ensue should the boiler  
be forced, besides which there is the more  
important consideration of deterioration due to  
corrosion.I may here remark that, as the tube cannot  
be filled with water by filling the boiler, these  
boilers require more care than those where the  
tubes are drowned.The ratio of tube to grate surface in this  
class of boiler is 85 which is considerable and  
shows economical working as follows:—En-  
gines developing 4,700 H.P., weight of boilers  
everything equals 89 tons, this gives 52 H.P.  
per ton of boiler, and compared with the wet  
bottomed loco type fitted in a sister ship gives  
a gain of 20 H.P. per ton of boiler. Another  
and improved type is shown on Sketch No. 8  
and is known as the "Daring" type, and from  
which design I have made the model to  
illustrate the circulation; which, in this type  
may be considered perfect. There are two  
furnaces to each boiler and a greater amount  
of fire grate in the available space. There are  
four barrels or drums in this boiler instead of  
three as in the "Speedy" type, but only the  
upper and lower are important ones; the wing  
ones are more for the purpose of side boundaries  
than anything else, and so which only three  
rows of tubes are attached; the two outer rows  
forming an almost complete wall and the inner  
one simply as a baffle or protecting row. The  
main body of the tubes which connect the  
steam collector and the middle lower drum, are  
so curved as to leave a considerable space  
between the two groups of each side through  
which the return water or downcomer tubes  
pass and connect steam collector to middle  
lower barrel direct. The whole of the gases  
pass into this space, on their way to the funnel,  
through spaces between the tubes, at the upper  
part, provided for that purpose.The inner and outer rows of tubes of each  
middle group are formed as partial walls,  
similarly constructed as in the "Speedy" type,  
so that on the gases leaving the fire they can  
only enter at the lower part of the tubes and  
emerge at the upper part. The supply of water  
to the wing or small barrels, is provided by  
connecting the backends to the principal lower  
barrel by 4 to 6 inch pipes. The feed is ad-  
mitted into the steam collector in the form of a  
spray to ensure fair distribution to the down-  
comers. Thornycroft's own pattern automatic  
feed regulator is fitted and can be adjusted to  
give any desired level of water. Sketch No. 9  
shows us the arrangement. Check valves are  
fitted on the outside, so that in case of a tube  
bursting the feed can be quickly shut off. It  
will be observed that when a tube gives out  
there will be a rapid loss of water, and this  
causes the float to fall and open automatic feed  
valve to full extent, and the defective boiler  
will rob the remainder of their due share of  
feed. It is therefore necessary to have ready  
means of checking feed. So that however good  
an automatic feed regulator may be there may  
arise occasions when it is not altogether an  
unmixed blessing.The result of the trials of "Daring" type of  
boiler was as follows. Total weight of Boilers  
equals 49 tons for everything air pressure  
equals 49 tons of water, H.P. developed 4400  
equals 90 H.P. per ton of boiler.Sketch No. 10 shows us the Yarrow boiler,  
which differs somewhat from the Thornycroft.  
As you will notice the tubes of the former dis-  
charge their mixture of steam and water into  
the steam collector below the water line,  
all the tubes being completely drowned. As  
will be seen the tubes of this boiler are much  
easier removed and replaced, also cleaned,  
but then again there is not so much tube  
area exposed to the fire, neither are the tubes  
bent which is a bad feature for a boiler where  
forced, as bent tubes would allow for expansion  
and consequently prevent leaky tube ends &c.,  
and give longer life to them, they would  
have greater power to resist sudden changes  
of temperature; however, there are certain  
advantages in the Yarrow type as the tubes  
being straight they require no special manu-  
facture, and being all below the water line  
they are always full of water and would not be  
liable to damage by corrosion when lying  
under banked fires or steaming at low speeds.  
It is claimed that the tubes nearest the fire  
are the ascending ones and those, farthest from  
the fire are the descending ones. The latter  
boilers are fitted with special external  
downcoming tubes and a certain number of  
small tubes are screened off to assist cir-  
culation. In economy these boilers claim to  
be very high, and when evaporating at the rate  
of 3 lbs. of water per square foot of heating  
surface the evaporation was 12 lbs. per pound  
of coal from and at 212° F., whilst with the  
very high evaporation of 10 lbs. of water per foot  
of heating surface, 10 pounds of water were  
evaporated per pound of coal burned.These boilers have also worked well when  
using salt water feed, the density rising to as  
much as 4/32 without any injury to the boiler.Sketch No. 11 you will see is the Read water  
tube boiler, and is the invention of Mr. Read,  
Manager of Engineering Department at Messrs.  
Palmer, Jarow-on-Tyne; this boiler consists  
of top steam collecting drum and 2 water  
drums







## Entertainment.

## MR. ALEC MARSH

(Late Principal Baritone of the ROYAL CARL ROSA OPERA CO., THE ROYAL ITALIAN OPERA, Covent Garden, ROYAL CHORAL SOCIETY, and the Principal London and Provincial Concerts)

begs to announce that he will give a GRAND EVENING CONCERT,

Under the Patronage of His Excellency Sir HENRY BLAKE, G.C.M.G., and Lady BLAKE.

TUESDAY, the 3rd April, 1900, at 7 P.M., in the St. GEORGE'S HALL,

Mr. MARSH will have the kind Assistance of Mr. A. G. WARD, and several well-known Local Amateurs.

PRICES: ..... \$1 & \$1

Box Plan and Tickets at the "ROBINSON PIANO CO."

Further Particulars Later.

Hongkong, 27th March, 1900. [396b]

## Notice of Firms.

HONGKONG & SHANGHAI BANKING CORPORATION.

DURING THE TEMPORARY ABSENCE of Sir THOMAS JACKSON from Hongkong, Mr. H. M. BEVIS has been appointed ACTING CHIEF MANAGER.

N. A. SIEBS,

Chairman,

Board of Directors.

Hongkong, 26th March, 1900. [402b]

P. & O. S. N. CO.

NOTICE.

DURING my ABSENCE from the Colony Mr. A. M. MARSHALL will be in charge of the Company's Affairs at this Agency.

H. A. RITCHIE,

Superintendent.

Hongkong, 26th March, 1900. [395b]

NOTICE.

I HAVE This Day admitted my brother Mr. MURRAY STEWART, to a PARTNERSHIP in my Business.

GERSHON STEWART.

Hongkong, 26th March, 1900. [393b]

NOTICE.

THE Business hitherto conducted under the Name of ANTON & STEWART will in future be carried on under the Name of STEWART BROS.

Hongkong, 26th March, 1900. [394b]

## Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 2nd day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 27th March, 1900. [403b]

## SAILORS AND SOLDIERS FAMILIES' FUND.

HIS EXCELLENCY SIR HENRY A. BLAKE, G.C.M.G., will be glad to MEET the Subscribers to the above Fund at the COUNCIL CHAMBER, on SATURDAY, the 31st instant, at NOON, when Final Statement will be produced, and the Committee formally dissolved.

By Order,

T. JACKSON,

Hon. Treasurer.

Hongkong, 26th March, 1900.

## ANNOUNCE

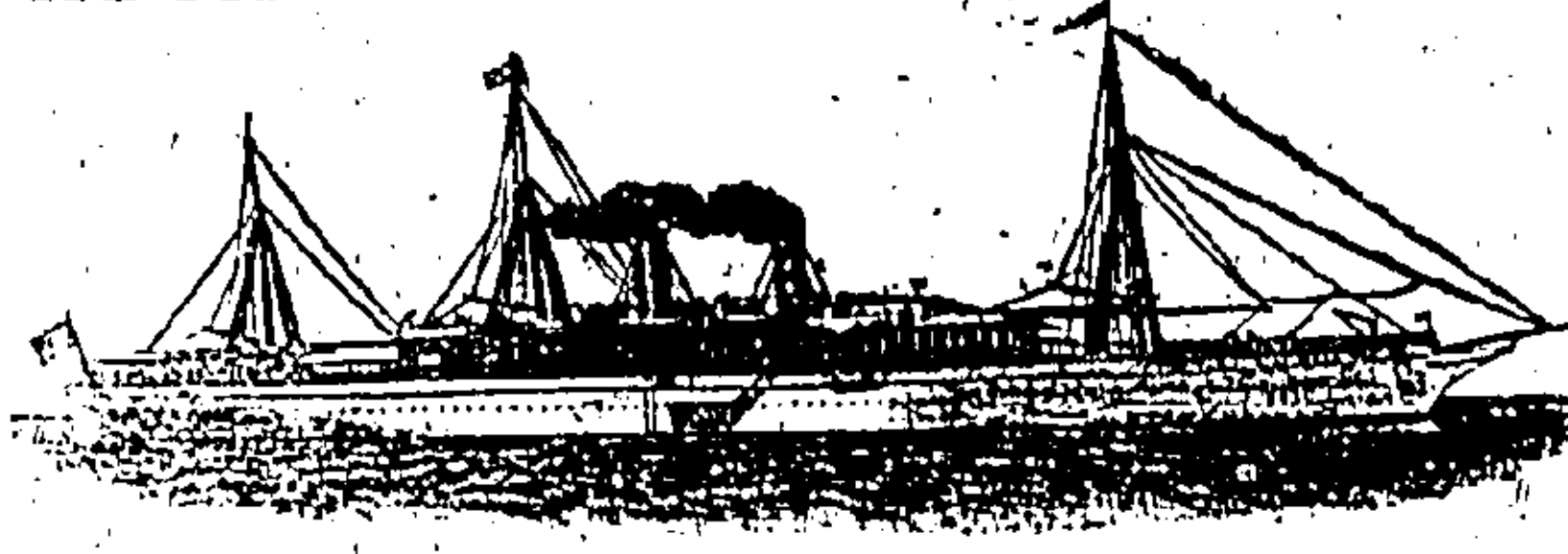
La commission soussignée, chargée par le gouvernement de Macao de procéder à l'acquisition d'une digue, un ponton et deux chalands pour le port de Macao, rend public que, pour la fourniture de ce matériel, il est ouvert concours pendant 120 jours à partir de la date de cette annonce, et que les conditions pour le concours peuvent être examinées dans la Direction des travaux publics à Macao, et dans les consulats du Portugal à Hongkong, Shanghai et Saigon.

Les propositions avec les dessins respectifs et les spécifications d'accord avec les conditions doivent être adressées au "Président de la commission des travaux du port de Macao," par le quel elles seront seulement reçues jusqu'au 22 Juillet de cette année—Augusto Cesar d'Alben Nunes, directeur des travaux publics—Antonio Talone da Costa e Silva, capitaine du port—João Augusto de Fontes Pereira de Mello, capitaine de corvette—Arthur T. Magalhães Barbosa, inspecteur des finances—João Maria Lopes, mécanicien de marine.

Hongkong, 26th March, 1900. [397b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 14th March, 1900.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia ..... 2,837 J. Truebridge Mar. 31  
Sikh ..... 2,747 J. Rowley Apr. 14  
Glenogle ..... 3,750 W. Frakes Apr. 24  
Queen Adelaide ..... 2,832 F. McNair May 5

ALSO—FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire ..... 2,874 W.A. Evans May 19  
Bismarck ..... 3,601 W. Watt June 9  
Monmouthshire ..... 2,874 W.A. Evans Aug. 4  
Bismarck ..... 3,601 W. Watt Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE-NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 28th March, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Ensignia ..... 3,177 on April 12  
Castile City ..... 3,002 about April 30  
Strathgyle ..... 5,023 about May 10  
Belgian King ..... 3,379 about May 15  
Thyris ..... 3,406 about July 8

THE Steamship "ENERGIA,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 12th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 28th March, 1900. [28]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship "PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON (DIRECT) on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th March, 1900. [5]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 23rd May, at Noon.

THE Company's Steamship "COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 17th March, 1900. [2]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 30th March, at Noon.
FUTAMI MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 30th March, at 4 P.M.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 13th April, at Daylight.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA.	THURSDAY, 19th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 27th March, 1900. [6]

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA.....	NEW YORK, (via SUEZ CANAL).	29th March.
SAXONIA.....	HAVRE and HAMBURG.	About 3rd April.
*HEIDELBERG.....	(LONDON with transhipment in HAMBURG.)	About 10th April.
*Zachariae.....	HAVRE and HAMBURG.	About 10th April.
*SIBIRIA.....	(LONDON with transhipment in HAMBURG.)	About 20th April.
Braun.....	HAVRE and HAMBURG.	About 20th April.
SERBIA.....	(LONDON with transhipment in HAMBURG.)	About 30th April.
Ostermann.....	(LONDON with transhipment in HAMBURG.)	About 30th April.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 27th March, 1900. [7]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 20th March, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 15th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th June, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st April, at Noon, taking Freight and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply



## LATE TELEGRAMS.

[From Our Exchanges.]

## The Mansion House Famine Fund.

LONDON, March 28.  
The following contributions are announced to the Mansion House Famine Fund:—The Mercers' Company, The Grocers' Company, Messrs. Barclay & Co., and Messrs. Morgan & Co., £500 each; Messrs. Henry S. King & Co., £500; Messrs. Smith, Smith & Co., £500; Messrs. Smith, Payne, Smith & Co., £500; Messrs. Whitaker, Lord Mountstephen, Messrs. W. Whitaker, J. Whitaker, Lewis and Marks, the Anglo-French Exploration Co., the National and Provincial Bank, and the London Joint-Stock Bank, £250 each; Newcastle-on-Tyne, £500; Lord George Hamilton, £100; the Duke of Cambridge, £25; Lord Grimthorpe, £100; Sir George Allen, £200; Sir Ernest Cassel, £1,000.

## Europe's Attitude.

An authentic rumour is abroad that General Kuropatkin's scheme for the seizure of Herat, was checked, when he reported everything ready, by the Czar rebuking him and declining to profit by another country's embarrassment. This, coupled with the Austrian Emperor's remark that the rag-tag of Europe sided with the Boers, has helped to reverse Continental opinion. The French Press is still dogging Germany to intervene; while the German Press is occupied with re-considering our tactics.

## Russia and Afghanistan.

It is declared at St. Petersburg that Russia contemplates no aggressive action, and does not dream of profiting by the South African entanglement, the reinforcements sent to Kushk and Askaniya being merely precautions in view of a possible disturbance if the Ameer dies.

## The Indian Famine.

March 26th.  
The Earl of Onslow, speaking in the House of Lords, said the Government highly appreciated the Famine Commission's recommendations. The present famine was unparalleled in that it had followed the previous famines so closely. The authorities were obliged to utilise the material immediately available. Railways were a mixed blessing, for they assimilated prices throughout India.

## Russian Railways.

The Russian Railways Department is projecting a line either via Grembuzhsk or more probably via Saratov-Chary, with a temporary terminus on the left bank of the Amu Daria. The *Kölnische Zeitung* announces the Persian Railways Company as being established in St. Petersburg; Russia leasing one of the Persian ports on similar terms to those of the Port Arthur base.

## Plague at Cape Town.

March 27th.  
A Times telegram from Cape Town says that a case of plague has been discovered on board a transport from Rosario.

## Plague at Calcutta.

CALCUTTA, March 27th.  
There were 3,365 deaths from plague all over India during the week ending 27th March, against 3,184 in the week preceding. The Calcutta death-rate has jumped up from 261 to 411 in the same period, although there was a diminution in the plague mortality in Bengal.

## The Indian Famine.

Telegrams have been received by the Viceroy from several colonies on the subject of the Famine Fund. The Mayors of Melbourne and Brisbane have opened subscription lists. Mauritius says she will gladly help. The Governor of Ceylon promises assistance, while the Governor of Queensland announces that a proposal is on foot that the Australian Colonies should contribute from their treasuries.

LONDON, March 28th.

The Famine Fund has reached twenty-four lakhs. There has been a steady rise in the numbers on relief works, Bombay and Ajmer reporting an increase of 65,000 persons, Ajmer and Merwara 40,000, and the Punjab and Rajputana States 25,000. The total number now in receipt of assistance is well over four and a half millions.

## The Ameer.

March 27th.  
Reuters has received the following account of an interview that took place between the Ameer Abdul Rahman and Mr. Frank Martin, at Kabul, at the end of January last. His Highness, in the course of conversation, strongly affirmed his loyalty to Great Britain, and said a Russian war with Afghanistan would mean a general rising of Islam, spreading through Central Asia. "Muslims," he said, "hate Russia, who could not successfully fight Afghanistan and India. Afghans would prefer death to the Russian yoke, and were always ready to fight for England in Afghanistan or India."

Adverting to the letter received from the Indian Government, deprecating His Highness buying large quantities of war material, he resented the suspicion thereby implied.

## A FRANCO-ENGLISH DIFFICULTY.

Unfortunately among the questions which remain for solution between France and England must be numbered that of the New Hebrides, as we are reminded by an article from the pen of M. Carol. The archipelago of the New Hebrides is situated at the eastern extremity of the Melanesian group, and in the immediate neighbourhood of the French colony of New Caledonia. M. Carol asserts that this archipelago belongs geographically, economically, and morally to France, and from a purely political point of view it belongs to nobody. Moreover, it would seem that the great colonies of Australia are determined that if they can help it it shall not belong to France. It is true that M. Carol adduces the opinion of Mr. W. B. Dalley, former Premier of New South Wales, who declared openly in favour of French occupation of the New Hebrides without any restriction of conditions. But against that must be set the fact that so recently as January 25th the Conference of Australian Premiers at Sydney asserted its strong opposition to a French annexation of the archipelago. The question is in a way rendered more difficult by the presence of missionaries of both countries in the islands. M. Carol considers that at so great a distance from France the protectionist regime loses all its virtue, and that New Caledonia can only achieve industrial development by free industrial intercourse with the neighbouring continent of Australia.

A schoolmaster, describing a money-lender, says, "He serves you in the present tense, he lends you in the conditional mood, keeps you in the subjunctive, and ruins you in the future."

## ENGLAND'S DEAD.

The following fine poem by Mrs. Hemans which is not very well known, in conjunction with the extract from the *Times* which precedes it, cannot fail to interest a large number of our readers:—

"With the co-operation of the Swedish Mission at Dundee, Major Daly neatly enclosed a piece of ground near the Swedish Church, where rest fifteen British soldiers, and some Boers, who succumbed to injuries received in the Battle of Dundee. Wooden crosses and stone pillars mark the graves.  
"The grave of General Symons in the English Church grounds is marked by a wooden cross."—*The Times*, 5th January, 1900.

## ENGLAND'S DEAD.

Son of the Ocean Isle!  
Where sleep your mighty Dead?  
Show me what high and stately pile  
Is reared for Glory's bed.  
Go, stranger! track the deep—  
Free, free the white sail spread!  
Wave may not foam, nor wild wind sweep,  
Where rest not England's Dead.

On Egypt's burning plains,  
By the pyramid o'er swayed,  
With fearful power the noonday reigns,  
And the palm tree yields no shade.  
But let the angry sun  
From heaven look fiercely red,  
Unfelt by those whose task is done!  
There slumber England's Dead.

The hurricane hath might  
Along the Indian shore,  
And far by Ganges' banks at night  
Is heard the tiger's roar:—  
But let the sound roll on!  
It hath no tone of dread  
For those that from their tails have gone—  
There slumber England's Dead.

Loud rush the torrent floods  
The Western wilds among,  
And free, in green Columbia's woods,  
The hunter's bow is strong—  
But let the floods rush on!  
Let the arrow's flight be sped!  
Why should they reck whose task is done?  
There slumber England's Dead.

On the frozen deeps repose,  
'Tis a dark and dreadful hour,  
When round the ship the icefields close,  
And the northern night-clouds lower:—  
But let the ice drift on!  
Let the cold-blue desert spread!  
Their course with mast and flag is done—  
Even there sleep England's Dead.

The warlike of the isles,  
The men of field and wave!  
Are not the rocks their funeral piles,  
The seas and shores their grave?

Go, stranger! track the deep—  
Free, free the white sail spread!  
Wave may not foam, nor wild wind sweep,  
Where rest not England's Dead.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Armstrong, A. Lessner, Mrs. S. D.  
Anles, Dr. V. Lillie, J. J.  
Arner, J. Marescaux, Capt.  
Albert, Hope S. S. Co. Malay, L. M.  
Amblek Martin, A. H.  
Andrade Mallou, O.  
Angelina, S. Morrison, G. E.  
Abad, V. Mortimore, P.  
Alba, S. F. McDonald, J.  
Aiao Maura, K.  
All Meligoff, O. G.  
Arandos Marten, N. R.  
Allen, G. Marshall, F. R.  
Alldoolhoosen Matsuwara, J.  
American Tobacco Co. McDonald, Mrs.  
Buckley Mathew, C. P.  
Barker, A. M. Margottin, G.  
Bass, J. F. Moore, J.  
Brawan, R. Meigel  
Belys, M. Maiden, E. W.  
Bourdonel Marty, L.  
Boudroff Martis, E. M.  
Brettag, H. Martin, R. B.  
Brooks, W. Munro, Miss A.  
Brimfield, L. Marowitch, T.  
Boogowski Miller, R. E.  
Bobu, Thubbas Maung, Sein  
Bailey, Mons. Meneacrine, T.  
Baker, Col. N. H. Milikoff, J.  
Baldasini Mitchell, M. E.  
Bholos McFarland, M.  
Baron, S. Morland, C. H.  
Blake, E. Menion, Miss R.  
Brown, Brothers N. P. Mackinley, G.  
Brett, A. Montfort, J.  
Blake, D. H. Neil, M. M. G.  
Billars Nagugava, I.  
Breed, Dr. L. M. Nagan, E. J.  
Bee, H. Norris, Miss A.  
Buggard, G. Osada, Miss  
Buerly, J. Osadasumo, M.  
Bamster, R. Ozu, M.  
Baker, Miss Ogden, A. C.  
Baretts Osorio, S. D. A.  
Brownlow, E. O. Owen, Rev. W. C.  
Chambers, E. H. Oken, Miss M.  
Chamillio, G. Peoples, Rev. S. C.  
Colopso, R. L. Pugh, F. J.  
Caldor, W. Palmer, W.  
Clayton, D. M. Pappadimos  
Carmay, G. F. Paderni, D. R.  
Caradga, G. Patterson & Co.  
Chung-ling, W. P. Pfeifer, B.  
Cater Probasw, E. L.  
Calder, W. Pettican  
Gumling, J. B. Palmer, F.  
Craig, Miss E. G. Patrose, F.  
Charles, Mrs. J. Placé, J. L.  
Carly, M. Barker, A. L.  
Carmell, W. E. Park, Miss M.  
Ching Bit Sang Pearson, C. F.  
Caygil, W. Prosser, C. F.  
Cumplings, Miss Pultman, H. A.  
Cambell, Mrs. O. Peget, B.  
Chino, D. N. Poon Can Yau  
Clark, A. F. Perrine, Rev. S. A.  
Connel, J. J. Parkenstein, W. B.  
Cuswick, D. J. Packwood, A. T.  
Casto, Bash Pino, S.  
David, M. W. Pow Kee & Co.  
Dirke, R. Robinson, M. E.  
Dunlop, Capt. F. Rumbold, W.  
Devaney, M. Rapport, T. E.  
Dobberke, H. H. Robertson, G.  
Dyrdale, Miss Robinson, T. D. V.  
Dosathai, R. Rosa, Mrs.  
Davison, T. G. Reid, D.  
Donoghue, Miss O. Remedios, L. E.  
Dirrel, B. Russell, C. L. P.  
Donorau, Miss S. F. Rogers, H.  
Doyle, N. J. Rolinson, E.  
Duff, Mrs. A. Rilly, Miss G. C.  
Donenberg, Miss R. Reilly, Fr.  
Durant, A. Redcliff, Mrs. C. D.  
Downie, Mrs. D. Scott, R. J.  
Dadal, P. J. Such, H. J.  
Davis, J. Slopoy, Mrs.  
Detrick, M. L. Simoth, J.  
Dutchenwich, P.

## Shipping.

## STEAMERS.

## NIPPON YUSEN KAISHA.

## THE Company's Steamship

## "FUTAMI MARU."

(3,800 Tons Gross, Captain J. Thom.) will be despatched for the above Port, on FRIDAY, the 30th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 26th March, 1900. [353b]

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Hongkong, 26th March, 1900. [386b]

## CHINA NAVIGATION COMPANY, LIMITED.

## THE Company's Steamship

## "CHINKIANG."

Captain Vaughan, will be despatched as above on SATURDAY, the 31st instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd March, 1900. [377b]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## THE Company's Steamship

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 1st April, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 26th March, 1900. [45]

## OCEAN STEAMSHIP COMPANY.

## THE Company's Steamship

## "GLAUCUS."

Captain Barwise, will be despatched on TUESDAY, the 3rd April.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th March, 1900. [330b]

## CHINA NAVIGATION COMPANY, LIMITED.

## THE Company's Steamship

## "NANCHANG."

Captain Finlayson, will be despatched as above on WEDNESDAY, the 4th April.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd March, 1900. [378b]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR

## SINGAPORE, BOMBAY, KARACHI, SUEZ,

## PORT SAID, FUME AND

## TRIESTE (DIRECT).

(Taking Cargo at the through Rates to PERSIAN GULF, BLACK SEA, LEVANT AND AFRICAN PORTS.)

## THE Company's Steamship

## "URANO."

Captain P. Berberovich, will be despatched as above on FRIDAY, the 6th April, P.M.

Slit and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 26th March, 1900. [389b]

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "PATHAN."

will be despatched for the above Port on or about the 7th April.

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 6th March, 1900. [132b]

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

## THE Company's Steamship

## "HECTOR."

Captain Bari, will be despatched on SUNDAY, the 15th April.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 26th March, 1900. [371b]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "EASTERN."

Captain Withrop, will be despatched as above on THURSDAY, the 3rd May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th March, 1900. [347b]

## List of Registered Covers for Merchant Ships.

S.S. *Eolus* ..... G. Larson.  
S.S. *Eolus* ..... Capt. Williams. (2)  
S.S. *Eolus* ..... Capt. Kirkwood. (2)  
S.S. *Chiankong* ..... Capt. J. Vaughan.  
S.S. *Calchas* ..... J. Williams.  
S.S. *Clyde* ..... Hamilton Northcote.  
S.S. *Calchas* ..... A. Hoar.  
S.S. *Diamond* ..... J. Fleming (Baker). (2).  
S.S. *Devaung* ..... A. Nelson.  
S.S. *Empress of India* Rev. W. K. McKibben.  
S.S. *Harping* ..... R. Macfarlane (passenger).  
S.S. *Hector* ..... Fred. Boole.  
S.S. *Hafong* ..... M. Cameron.  
S.S. *Ocean* ..... W. L. Partenden.  
S.S. *Patrol* ..... D. Pritchard.  
S.S. *Phrangui* ..... Chief Engineer.  
S.S. *Pyrrhus* ..... H. P. Miller.  
S.S. *Sing* ..... J. Scott.  
S.S. *Sarpedon* ..... J. Harris.  
S.S. *Man of War* ..... D. A. Allan.  
S.S. *Taichow* ..... D. A. Allan.

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